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3 | Hongkong, February 20, 1893. 3

We would remind our readers of the performance in the City Hall tonight by the Imperial Chinese Lila Poo troupe of magicians from Peking.

At the Magistracy to-day a coolie who had been convicted before Mr. Wodehouse of stealing two fowls belonging to Mr. N. N. J. Ezra, Victoria Park, was sent to prison for three months.

We note that the departure of the O. & O. a.s. Oceanic for San Francisco, is postponed from Tuesday (18th) to Thursday, the 20th instant, at 1 p.m. She has had to get the stowage of her tall-shaft renewed; hence the two days' delay.

The Band of the 1st Shropshire I. L. will play the following programme on the Barrack Square this evening, commencing at 7.30—

Polka, "Spirightly" Smith.
Gigue, "The Merry Dancers" Smith.
Waltz, "The Merry Dancers" Smith.
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Waltz, "The Merry Dancers" Smith.
Gigue, "The Merry Dancers" Smith.

While a servant boy belonging to the Naval Sanatorium was gathering ferns on the hillside yesterday in the valley between Victoria Peak and Mount Kellett, he discovered the body of a Chinaman in an advanced stage of decomposition. The matter was reported to the police, who had the body buried. There are no suspicious circumstances.

Ballet dancing is, it is said, becoming quite a fashionable accomplishment among the ladies of the United States. The ballet and tumbler dances are great favourites among the amateurs, who acquire an almost professional skill. Other varieties are the serpentine, the Amazon march, and the Russian dance.

The Government of India have sanctioned the employment of females as composers, a class has been started by the Superintendent of Government Printing in the branch printing at Dhurruwallah, Calcutta. A large detached room has been set apart for these workers, who are under the instruction of an aged European woman. More than twenty applications have already been received from European and European girls. The rates of payment will be the same as for men, on the piece system, full earnings being given from the very commencement.

Lady Butler, who is staying at Alexandra, has completed another picture; and recently exhibited it to a crowd of friends at the "Home" Theatre. The picture, which is entitled "The Camel Corps," depicts a charge of camels in the Sudan. It is, as was to be expected, thoroughly realistic. Camels and riders are true to nature; and the picture tells its story in a manner which appeals to the imagination. Nearly all the visiting community were present at the "Home," and the painting was greatly admired. In due course it will find its way to the Academy, and is likely to prove one of the best pictures of the year.

Some time since the Admiralty invited competitive designs for mounting a pair of fifty-ton guns in the batteries of the new battleships which it is proposed to build. It has since been announced that they have accepted that of the Armstrong Company at Elswick. The new design embraces a number of novelties and improvements of the most important order. It will be possible to fire both guns at intervals not exceeding 14 minutes, and every operation can be performed by hand as quickly as by machinery. The guns can be loaded in any position or a fixed position. Consequently if one gun only has been fired it can be reloaded, although the other gun is being kept bearing on the object. Further advantages promised are superior protection from the enemy's fire. It is also stated that it has been found possible to reduce proportional horse-power of the hydraulic pumps to a very great extent.

An alleged discovery at Naples of a beautiful authentic portrait by Titian of Christopher Columbus has caused a great sensation there. A correspondent writes: "The full-length picture portrait was shown to the public in the museum of the antiquarian, who purchased it from Count Alibrandi at Bologna. The whole, with the exception of the face and hands, had been carefully painted over. This extensive coat being removed, the figure in the uniform of a Spanish admiral was revealed. The face and coloring are very quiet; the face is that of a man with half-jutting turning grey. The eyes are blue, thoughtful, and even sad; the mouth is firmly shut, and he wears a Spanish beard and mustache. On the tapering fingers are three massive rings. The canvas is of a peculiar twisted kind. Signor Cannavina possesses documents which vouch for the authenticity of the picture. It is to be sent for exhibition to Chicago."

By the eleven o'clock Continental train from Charing Cross Station on March 4 the Duchess of Devonshire travelled on the way to Monte Carlo. There was a huge battle at the station at the time, for at five minutes after eleven the Princess of Wales also went away to the Continent. The two trains starting within five minutes of one another left from different platforms. The Duke of Devonshire came with the Duchess to the station. Her grace took with her a good deal of baggage, and had also a number of small packages, which her footmen and maid carried from the carriage to the train. Among these smaller articles was a small green leather case, locked and strapped, an article which would not take an expert thief to identify as a jewel case. This was in particular charge of her grace's maid. A footman carried it to the train and put it into the maid's car in one of the first-class cars. A minute before the train started the maid called out, "This jewel-case has gone." A hasty search was made, but it was true. The green jewel-case had gone. The maid called out, "This jewel-case has gone." The maid called out, "This jewel-case has gone." The maid called out, "This jewel-case has gone."

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The London correspondent of the *Times* says that he has been "let into a very interesting secret this evening, and that is that Lord Brassey has been approached with a view of his taking an important Government office in the Colonies. Lord Brassey has travelled the wide world over, and knows the Colonies by heart, every inlet and creek having been visited by him with the late Lady Brassey in the *Sunderland*. Where he goes I am only allowed to guess, but it will probably be to Canada, in place of Lord Stanley of Preston, who returned in August. Every one believed Lord Aberdeen would go there, but the latter much prefers India, in place of Lord Lansdowne, who comes in about the same time."

In a remarkable brochure, "Bimetallism and Monometallism" (Dublin: Browne and Nolan), the Archbishop of Dublin has revised and extended the account of an interview with him on the subject of the hearing of the currency problem on the Irish Land Question, which was originally published in the *Freeman's Journal*. He has also taken great pains to give precise references to the evidence which he quotes. The statements, which it will be remembered, were made during the sittings of the Brussels Congress, are remarkable, and would undoubtedly have carried weight with the Irish members in the late Currency Debate in the House of Commons had the Government not made the matter a party question and issued a strong whip to their supporters. Archibishop Walsh speaks out to the original statements so as to make his opinion more complete, and to afford a better understanding to those not practically acquainted with the subject.

CONCERT AT THE CITY HALL.

The rather meagre attendance at the concert given by pupils of Signor Cattaneo last night, in aid of the furnishing of the Nethercole Hospital, must be taken as a proof of the lack of appreciation of classical music in Hongkong rather than as an indication of a want of public interest in the object for which the entertainment was given. Whatever may be said of the fact that the Hongkong public prefer "Tartar-Boom-de-ay" to anything from what is called "Grand Opera," there can be no doubt that such is the fact. In bygone years, concerts by Signor Cattaneo's pupils used to be by no means rare events, but it is quite a long time since the music-loving portion of the community have had an opportunity of enjoying such an entertainment. Last night's concert, although not in all respects an unqualified success, was very enjoyable. The selection from "Marta" with which the programme commenced, was very well rendered, notwithstanding the fact that in the two choruses, "Sing pretty maiden" and the "Angels' men's voices, particularly in the bass part, were hardly heard at all. Mrs. McCallum was heard to great advantage in the romance "It was a Knight," her singing being particularly notable for the richness and power of her upper notes. Mrs. Kjeller, who, we believe, is new to the concert platform, sang "The harp in the air" and gave unmistakable evidence of the possession of a soprano voice of very good quality, the compass and power of which were still more convincingly demonstrated in the solo from "Roberto il Diavolo" which she sang at a later stage of the programme. Mr. J. F. Kraal's robust and sonorous bass voice was heard with fine effect in the aria "Dispersa sen vada" from Les Huguenots. The beautiful duet "Quis est Homo" from Rossini's "Stabat Mater" was admirably sung by Mrs. Coxon and Mrs. Gordon. A piano solo by Miss C. de Souza was one of the most acceptable items in the programme. Miss E. Carvalho, one of the accomplished vocalists of whom the colony can boast, gave a fine exhibition of her technical skill in the grand aria and cabaletta from "La Traviata." Mr. Charles Lamont was in his very best form in the favourite tenor ballad "I'll sing thee songs of Araby," and but for the rule of "no encores" would certainly have been recalled. Mr. G. S. Coxon's singing never fails to win enthusiastic appreciation. In the aria "I Puritani" which she sang last night her rich and highly-cultivated voice was heard with charming effect. The "Ave Maria" composed by Maestro Cattaneo was one of the most interesting items in the programme and met with very hearty approbation. Mr. Charles Holliday sang the bass solo, and although he was not in his best voice he gave a good account of the music. The chorus was somewhat too loud and rather marred the effect of the music in some places, but the piece was listened to with much pleasure, and the very hearty applause which followed it was a gratification to which the composer was fully entitled. The Minstrels duet from "Il Trovatore" by Miss Carvalho and Mr. Lamont was excellently sung. Mr. Grace's solo from "Un Ballo in Maschera" was a very enjoyable item, although the vocalist was not quite in his best form. Mr. F. J. East sang the solo "Come gentle sleep" from "Ivanhoe," and showed that he possesses a tenor voice of good quality and compass. Mrs. F. D. Guedes thoroughly deserved the enthusiastic applause which she gained for her charming singing of the Habanera, and Bolero by Yradier and Ardit. Signor Cattaneo's very pleasing waltz, "From the Pacific to the Atlantic" was played by Mr. Murphy. Mr. Rudwaldy (violin) and Signor Cattaneo (piano) and was loudly applauded.

A contemporary lays down a number of rules of action in case of one's clothes taking fire. One of them is "to keep as cool as possible."

The Indignant Mother: You say the young scamp took you in his arms! What did you say to him? The Arrogant Daughter: I said, "Hold on!"

THE STORAGE OF PETROLEUM AT SHAMSHUIPO.

III.

We have already given a brief account of the rise and development of the kerosine oil trade and of the method of carriage and storage in bulk that has been generally adopted, and have discussed some of the dangers attached to the trade and how these dangers may be avoided or minimized. In doing so we have confined our remarks entirely to bulk storage and bulk carriage. Now, the fact must not be lost sight of that the carriage of petroleum or refined oil like kerosine in tins or barrels and the storage of these in godowns not removed like the tanks from the centre of civilization are not absolutely devoid of danger. It has been pointed out over and over again by those who have had to defend the new system that kerosine tins are not free from leakage, and anyone who has seen the transhipment of large consignments of this illuminant must have observed that the wooden cases were often saturated with oil. In this there may not be the slightest danger. If there is no danger in it, then the case for bulk storage is made all the stronger. There are less people handling the oil, it is being taken direct from the ships to the tanks in carefully constructed pipes, more complete precautions are taken to prevent leakage, and the ships and tanks are generally, though not always in England—placed at some distance from ordinary traffic and centres of population.

In Singapore, the precautions taken against serious conflagration are extreme. At that port the amount of petroleum, &c., imported in 1890 was 889,287 cases, and though the oil imported into Singapore is mostly distributed throughout Siam, Siam, Dutch Borneo, and Siam, the figures in 1891 had fallen to 790,688 cases—a decrease of 121,681 cases. So long as the oil is imported in cases, no great danger appears to have been anticipated. But as soon as it was proposed to store the kerosine in bulk, there was the usual outcry, and the tanks had to be erected some distance away on Pulau Bukom. Fortunately for the promoters of the bulk storage system in Hongkong, a favourable view was taken of the proposal by those in authority, and while the installation has been placed on a fairly remote portion of the Colony it is not so far removed to be inconvenient. It must not be assumed that this concession was made without a good deal of consideration. The bulk importers were met with opposition from various sources. This is not to be wondered at, and no grounds for dissatisfaction would exist if the opposition were confined merely to the competition of kerosine, but there is a public outside the kerosine importers, and in the interests of the public, not of the monopolists, new sources of supply ought to be welcomed in our midst. Grumbling has been for some months in this Colony of the quality of the kerosine supplied in retail, and were it only on the score of securing a supply of better quality the competition will give rise to feelings of satisfaction amongst the general public. There is also the consideration of price. Kerosine oil as an illuminant is cheap, but it will be much cheaper before many months have passed over the Colony. The introduction of bulk cargoes and of kerosine in drums, similar to those which will be used at Shamsui, has resulted in a reduction in the price of kerosine at Singapore from \$2.10 to \$1.25 per case. Provided the quality of oil supplied is good, we are very much mistaken in our estimate of the public of Hongkong if they do not favour any movement in the trade which will tend to bring about a corresponding decrease in Hongkong. Of course, the amount of kerosine imported here is compared with what is transhipped and exported to the mainland of China. Since the tanks were commenced at Shamsui, there has been a rush by other importers in bringing kerosine (or petroleum, as it is officially designated) into the Colony, and the returns at the close of the year will doubtless show a large increase in this commodity apart from what enters the port in bulk. The present import in cases is over 5000 tons a month, and the monthly average is on the increase. At any port where a large trade is done in dangerous goods it is essential, apart from any extraordinary legislation, that every care should be taken to insure the safety of shipping. This is one of the most important points to be considered in Hongkong, and the provisions of the "Dangerous Goods Ordinance, 1873" confer powers upon the departments which, if put into operation, should be sufficient to prevent mishaps. Under Section 8 authority is vested in the Governor or to make bye-laws for the regulation of the petroleum trade in the Harbour, in shipping, landing or transhipping, and any contravention of these regulations renders the master and the owner of a vessel, and the owner of the cargo, liable to a penalty of \$250 each for each day such contravention continues. For willfully bringing dangerous goods into the Harbour without giving notice and furnishing a manifest to the Harbour Master both the master and the owner of the ship become liable in a penalty not exceeding \$2000; and under Section 11 of the same Ordinance the mode of storage on land, and the nature and situation of the premises in which the dangerous goods are to be stored, is regulated by the Governor in Council, who has, from time to time, imposed conditions upon

the holders of licenses to deal in petroleum and kerosine.

In December of last year the Governor in Council, in view of the extension of the bulk trade to Hongkong, passed rules and regulations with the ostensible object of obviating danger to the Colony. These regulations are too numerous to quote in detail, but extracts from the more important of the provisions will be sufficient to indicate to our readers the nature and extent of the precautions that have been taken to cope with the new traffic. A tank steamer must enter the Harbour by the Western entrance and anchor off the South shore of Stonecutter's Island. Upon arrival, samples of the cargo will be taken from each tank or compartment and handed to the boarding officer, who gives the samples to the Government Analyst for testing, under the provisions of the Petroleum Act, 1879, with such modifications as may be called for by the local climatic conditions prevailing at the period at which the testing is made. If the certificate of the Government Analyst is to the effect that the petroleum is any one combustible vapour at a temperature of less than 73° Fahr., the ship will not be permitted to discharge, and shall be ordered by the Harbour Master to leave the waters of the Colony; if the Analyst's report is favourable the ship will be allowed to go to the wharf at Shamsui and discharge into the storage tanks erected there. Section 8 of the Regulations is as follows:—"The discharge of petroleum imported in bulk from a tank ship and the shipment of petroleum from the licensed premises hereinafter mentioned shall be effected by means of a hose and a wrought-iron pipe between sunken and support. Petroleum so imported shall be pumped into storage tanks and when the ship has finished discharging or shipping petroleum the pipe shall immediately be emptied. When the ship has not finished discharging or shipping by sunken arrangements shall be made by means of a valve or otherwise for effectually preventing any of the oil left in the pipe from escaping. This is a very important provision, and when taken along with Section 10, shows how little risk is run if the discharging takes place under ordinary climatic conditions, assuming always faithfulness to duty on the part of the officers and servants entrusted with the work. Section 10 is in the following terms:—"During the time that any tank ship is moored or made fast alongside the said wharf two certificated officers of the ship of whom one shall be a deck officer shall remain on board and the ship shall be protected on her 'off' side by means of strength (to be approved by the Harbour Master) and so secured as to fend off any other vessel from possible collision with her. The throwing of petroleum in the waters of the Colony is prohibited against, but we have heard it suggested, and the suggestion is given for what it is worth, the some floating structure should be placed in the Harbour, isolating the ship and wharf, as an additional precaution in the case of fire either on board the ship or while the work of discharging is going on. There will never be more than one vessel of any description at the wharf; and the discharge or shipment of petroleum from or on any one tank ship shall not occupy more than 24 working hours, (unless the time has been extended by the Harbour Master owing to stress of weather or accidental causes."

With very rare exceptions the so-called aristocratic marriages between American women and Englishmen turn out very badly, says the *Illustrated American*. That some Englishmen do not marry to get hold of money to squander is probably true; but that most marriages between the people of the two countries are purely a matter of money the statistics of the last half century prove. Possibly there are Englishmen who do not just their wives; but there is no Englishman who does not claim the right to do it. For, in spite of very fine manners and in some cases most reasonable terms of the race he declares so much pride in squandering in the Teutonic—whose wives were in early times mere slaves. But, in spite of examples, in spite of universal testimony, our fathers and daughters will continue to fling themselves at the heads of the emerald fortune-hunters and scarcely disguised prodigals, who negotiate marriages with the rich simply to give them the means to live as lords must live abroad.

THE TERRIBLE DISASTER NEAR SHIHUING.

It may be remembered by our readers that about the end of last year we published a brief account of a fire at Kam Li, near Shihuing, in which it was reported 1400 lives were lost. We have received information from a gentleman, who has just returned from an itinerary visit to the district, which goes to show that the disaster was far more terrible than was at first reported. Kam Li is a small market town on the West river, about six miles below the Shihuing gorges, and between 50 and 60 miles west from Canton. It appears that the people of Kam Li and of the surrounding villages had subscribed in order to hold a large sing-song, which combined the purposes of entertainment with some sort of ceremony in honour of the deities. Three large mat-sheds, similar to those to be seen in Hongkong during the festival season, were erected about two miles inland from Kam Li, in connection with the sing-song. Two of the sheds were capable of holding 2000 men, and the third shed was set apart for women and children and was capable of accommodating a like number. The ceremony lasted for several days, and had reached its climax when all the people from the neighbouring villages, with the exception of a few aged people, turned out in their finest clothes to participate in the ceremonies. There were also large numbers of strangers, among whom were a band of well-dressed Chinamen who had apparently come from some distance, as they were wholly unknown to the natives of the district. When the performance of some theatricals was in full swing, and the mat-sheds filled with over 3000 persons, both the sheds set apart for the men were fired simultaneously. The dry matting burned up rapidly, and the supports giving way the roof fell, suffocating the majority of the audience who were fired into their seats with bamboo barriers in the way usually adopted in Chinese places of entertainment. While the attention of the few people outside was taken up with the burning pile, and the women's mat-shed was also set on fire, and in the commotion which ensued the well-dressed Chinamen whose presence had been noted rushed in, seized the best looking young women and girls to the number of 30 or 40 and carried them away. "The women and girls shrieked for help, but the people who met them thought the men were merely rescuing their womenfolk from the fire, and, therefore, did not interfere. At the scene of the fire the sight was heartrending. Upwards of 3000 men, women and children were struggling for dear life in the mass of burning debris, and the cries of the weeping mass of humanity which rent the air will not be forgotten readily by those who were left to tell the tale. The Chinese state that nearly 3000 were suffocated or burned to death, and it is certain that over 2000 lives were lost. From Canton about 2000 coffins were sent to Kam Li, and coffins were also sent from Fatsien and other places in the district. Two villages have been depopulated. Ninety-nine per cent of the people were killed, and only the very aged or the very young are left behind. As soon as the older people ran out of Kam Li to render assistance at the mat-sheds another band of the robbers set fire to houses in different parts of the village and plundered the shops of all that was valuable. Boats were waiting at the river-side, and the kidnappers and robbers were able to make good their escape, and have not yet been traced, although it is said inquiries have been instituted by the officials. The fate of the women can only be guessed at. They have most probably been taken to Macao or some of the ports at the mouth of the West river and shipped thence to Singapore or Tonkin. It does not say much for the efficacy of the Chinese Government that the desperadoes who committed this three-fold crime are still at large, a constant menace to society. In no other country claiming to be civilized would such ruffians remain undetected, and it would be a good thing for the well-behaved and industrious class of Chinese if they had at the head of affairs in their rural districts upright officials who would administer the law—such as it is—firmly and effectively, and put into force the means at their disposal for the detection of the perpetrators of crime.

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Selama Tin Mining Company, Limited, . . . 11,000 10

Société Française des Charbon- nages, . . . 8,000 100
The Balmoral Gold Mining Co., Ltd., . . . 15,000 10
New Inauris Mines, Limited, . . . 17,000 10
Raut Aust. Gold Mining Co., Ltd., . . . 20,000 10
Société Française des Houillères de Touraine, . . . 8,000 100

China-Borneo Company, Ltd., . . . 7,500 10
H. G. Brown & Co., Limited, . . . 6,000 10
Austin Arms Hotel and Building Company, Limited, . . . 4,000 50
Hongkong Hotel Company, Ltd., . . . 6,000 50

3,000 shares issued at 20s.
DISPENSARIES.
A. S. Watson & Co., Limited, . . . 50,000 10
Dakin, Crockett & Co., Ltd., . . . 50,000 10

H. K. & Chong Co., Limited, . . . 7,000 10
Hongkong Electric Co., Limited, . . . 30,000 10
BLIND AND CEMENT.
Green Island Cement Co., Ltd., . . . 20,000 10
Hongkong Brick & Cement Co., Ltd., . . . 4,000 10

Campbell, Moore & Co., Limited, . . . 1,200 10
Geo. Fenwick & Co., Limited, . . . 6,000 10
Hongkong Baker Company, Ltd., . . . 600 10
Hongkong Dairy Farm Co., . . . 3,000 10
Hongkong Ice Company, Limited, . . . 6,000 10
Hong Kong Rope Manufacturing Co., Ltd., . . . 3,000 10

* Founder's shares

LOANS.
Amount. Value. Interest. Quotation.

Chinese (London) 1883, . . . 767,200 7 1/2 p. annu. 13 1/2 prom., buyers

Hongkong Hotel (Mort.), . . . 400,000 5 1/2 p. annu. 13 1/2 prom., buyers

Singapore Debentures, 1889, . . . 400,000 5 1/2 p. annu. 13 1/2 prom., buyers

Intimations.

The Overland China Mail,
A WEEKLY JOURNAL FOR THE HOME MAIL.

ITS PUBLISHED to suit the Departure of each steamer and FRANK MARY Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating as it does, among nearly all the old China hands, at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

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Merchant Vessels in Hongkong Harbours.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C.

Shipping or midway between each shore are marked D, in conjunction with the figures denoting the sections.

Sections:
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Bantam	Brit. str.	1500	April 9	Lau and Wegener	Singapore	17th inst.
Denaldi	Brit. str.	1295	April 13	31bb, Livingston & Co.	Singapore	
Benledi	Brit. str.	1481	April 13	Jardine, Matheson & Co.	Singapore	
Cape Column	Brit. str.	1707	April 13	Jardine, Matheson & Co.	Singapore	
Charters Tower	Brit. str.	1905	April 13	Mitsui Bussan Kaisha	Singapore	
Cheong Hong Kien	Brit. str.	956	April 13	Ban Hui Chan	Singapore	
Ching Ping	Brit. str.	325	April 13	J. E. & M. Co.	Singapore	
Chuan	Brit. str.	329	April 13	Yuen Fat Hong	Singapore	
Davaongso	Brit. str.	1057	April 14	P. & O. S. N. Co.	Singapore	
Formosa	Brit. str.	2616	April 14	P. & O. S. N. Co.	Singapore	
Gloucester	Brit. str.	397	April 14	Arnold, Karberg & Co.	Singapore	
Golden Cross	Brit. str.	3008	April 14	Jardine, Matheson & Co.	Singapore	
Haiphong	Brit. str.	1844	April 14	Wiel & Co.	Singapore	
Haitan	Brit. str.	1183	April 14	Douglas Steamship Co.	Singapore	
Hongkong	Brit. str.	1667	April 14	Jardine, Matheson & Co.	Singapore	
Kwang Lee	Brit. str.	1604	April 14	M. S. N. Co.	Singapore	
Lightning	Brit. str.	2124	April 14	David Sassoon, Sons & Co.	Singapore	
Loe Sok	Brit. str.	1040	April 14	David Sassoon, Sons & Co.	Singapore	
Macduff	Brit. str.	1889	April 14	David Sassoon, Sons & Co.	Singapore	
Memnon	Brit. str.	762	April 14	David Sassoon, Sons & Co.	Singapore	
Nagasaki	Brit. str.	3993	April 14	David Sassoon, Sons & Co.	Singapore	
Oryx	Brit. str.	419	April 14	O. S. S. Co.	Singapore	
Pilot Fish	Brit. str.	419	April 14	O. S. S. Co.	Singapore	
Preponit	Brit. str.	1567	April 14	H. K. & W. D. & Co.	Singapore	
Rio	Brit. str.	1009	April 14	Wiel & Co.	Singapore	
Rio	Brit. str.	531	April 14	Wiel & Co.	Singapore	
Swatow	Brit. str.	531	April 14	Wiel & Co.	Singapore	
Tai Lee	Brit. str.	531	April 14	Wiel & Co.	Singapore	
Tai Lee	Brit. str.	531	April 14	Wiel & Co.	Singapore	
Thales	Brit. str.	531	April 14	Wiel & Co.	Singapore	
Triumph	Brit. str.	531	April 14	Wiel & Co.	Singapore	
Verona	Brit. str.	531	April 14	Wiel & Co.	Singapore	

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Bandanera	Brit. str.	1776	Feb. 10	Jardine, Matheson & Co.	Singapore	
Celtic Chief	Brit. str.	1746	Feb. 10	Jardine, Matheson & Co.	Singapore	
Coloma	Brit. str.	1746	Feb. 10	Jardine, Matheson & Co.	Singapore	
Dina Bartola	Brit. str.	1746	Feb. 10	Jardine, Matheson & Co.	Singapore	
Gov. Robie	Brit. str.	1746	Feb. 10	Jardine, Matheson & Co.	Singapore	
Iron Duke	Brit. str.	1746	Feb. 10	Jardine, Matheson & Co.	Singapore	
Josephus	Brit. str.	1746	Feb. 10	Jardine, Matheson & Co.	Singapore	
Papa	Brit. str.	1746	Feb. 10	Jardine, Matheson & Co.	Singapore	
R. R. Thomas	Brit. str.	1746	Feb. 10	Jardine, Matheson & Co.	Singapore	
Senator	Brit. str.	1746	Feb. 10	Jardine, Matheson & Co.	Singapore	
Velocity	Brit. str.	1746	Feb. 10	Jardine, Matheson & Co.	Singapore	

Ser Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	despatch-boat	1700	4	3180	Com. George A. Callaghan	Hongkong
Archer	cruiser 3rd class	1770	6	—	Comd. Scott Rogers	Singapore
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. F. Norcock	Hongkong
Daphne	cruiser	1140	—	—	Commander MacArthur	Hongkong
Egmont	surveying ship	740	—	—	Commander A. M. Field	Hongkong
Gis	g-b. 3rd class coast defence	455	4	340	Lieut. Com. Arthur H. Darnhill	On a cruise
Impetuous	gunboat 2nd class	455	4	340	Lieut. Com. L. G. Telford	On a cruise
Leander	gunboat 2nd class	455	4	340	Captain J. M. McQuhae	On a cruise
Linnæus	gun-boat 2nd class	455	4	340	Captain Castle	On a cruise
Mercury	cruiser	3750	13	7200	Commander Chisholm Batten	Hongkong
Pallas	gunboat 1st class	2675	20	7500	Captain Angus Macdonald	Singapore
Penguin	gunboat 1st class	2675	20	7500	Lieut.-Commander Ingram	Singapore
Plover	gunboat 1st class	2675	20	7500	Captain W. N. Moore	Hongkong
Porpoise	gunboat 1st class	2675	20	7500	Lieut.-Com. Phyllips	Hongkong
Reindeer	gunboat 1st class	2675	20	7500	Lieut.-Com. F. C. B. Addington	Hongkong
Serpent	gunboat 1st class	2675	20	7500	Commander Buss	Hongkong
Swallow	gunboat 1st class	2675	20	7500	Lieut.-Com. G. Hough	Hongkong
Swift	gunboat 1st class	2675	20	7500	Lieut.-Com. C. G. M. J.	Hongkong
Victor	gunboat 1st class	2675	20	7500	Captain Henderson	Hongkong
Victor Emanuel	g-b. 1st class coast defence	455	4	340	Commander Kirby	Hongkong
Wiven	receiving ship	5157	14	—	Commodore H. H. Palliser, R.N.	Typhoon Bay
	coast-defence ship, armoured	2750	4	1450		

Torpedo Boats in Reserve Nos. 8, 20, 35, 37 and 39, first class; and 3 second class boats.

* Flagships of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Elchaninoff	Nagasaki
	Russian gunboat	800	—	—	Captain Paronoff	Nagasaki
	U. S. corvette	1020	6	—	Captain Wainwright	Nagasaki
	French gunboat	470	4	450	Commander Journef	Kiukiang
	Portuguese gunboat	462	—	—	Captain J. J. Moreira	Macao
	Spanish cruiser	3245	—	—	Captain D. Fran. Liana	Hongkong
	U. S. cruiser	3750	8	—	Captain Honey	Kobe
	Portuguese gunboat	706	—	—	Captain H. M. Gomes	Macao
	French cruiser	2200	—	—	Captain Recut	Nagasaki
	German gunboat	489	4	390	Captain Bandin	Tientsin
	French gunboat	800	—	—	Capt. Bory	Wuhu
	Russian man-of-war	1200	—	—	Capt. Ph. Filisoff	Shanghai
	U. S. cruiser	2120	—	—	Capt. McOmack	Nagasaki
	French gunboat	463	—	—	Lieutenant Papax	Touron
	French gunboat	485	4	425	Captain Nemy	Saigon
	U. S. corvette	1300	7	1170	Commander Gridley	Hankow
	Russian cruiser	1700	—	—	Captain V. Brandt	Shanghai
	U. S. aloop	1370	8	1470	Lieut.-Com. Barber	Amoy
	Russian cruiser	6500	—	—	Captain Bauer	Nagasaki
	U. S. gunboat	420	5	601	Lieut.-Com. Rich	at a cruise
	U. S. gunboat	884	—	—	Lieut.-Com. R. S. Mackenzie	at a cruise
	French gunboat	649	—	42 1/2	Lieut.-Commander Lepied	at a cruise
	Spanish cruiser	3000	—	—	Captain Poquin Thanes	K'loa
	Russian cruiser	905	1	1000	Commander Plakin	—
	Russian gunboat	705	—	—	Captain Chiniulsky	—
	French cruiser	4500	—	—	Capt. Bord de Bretizal	Amoy
	Spanish cruiser	1130	5	1600	Captain Dis	Shanghai
	Spanish gunboat	1000	—	—	Captain Fernandes	Hongkong
	French cruiser	2400	15	150	Captain Thomens	Shanghai
	French gunboat	480	3	42 1/2	Commander Constolla	Saigon
	Russian cruiser	3560	—	—	Captain Zarine	Nagasaki
	German gunboat	384	6	340	Captain Hallhoff	Hankow
	Russian cruiser	500	—	—	—	—